

BookletChart™

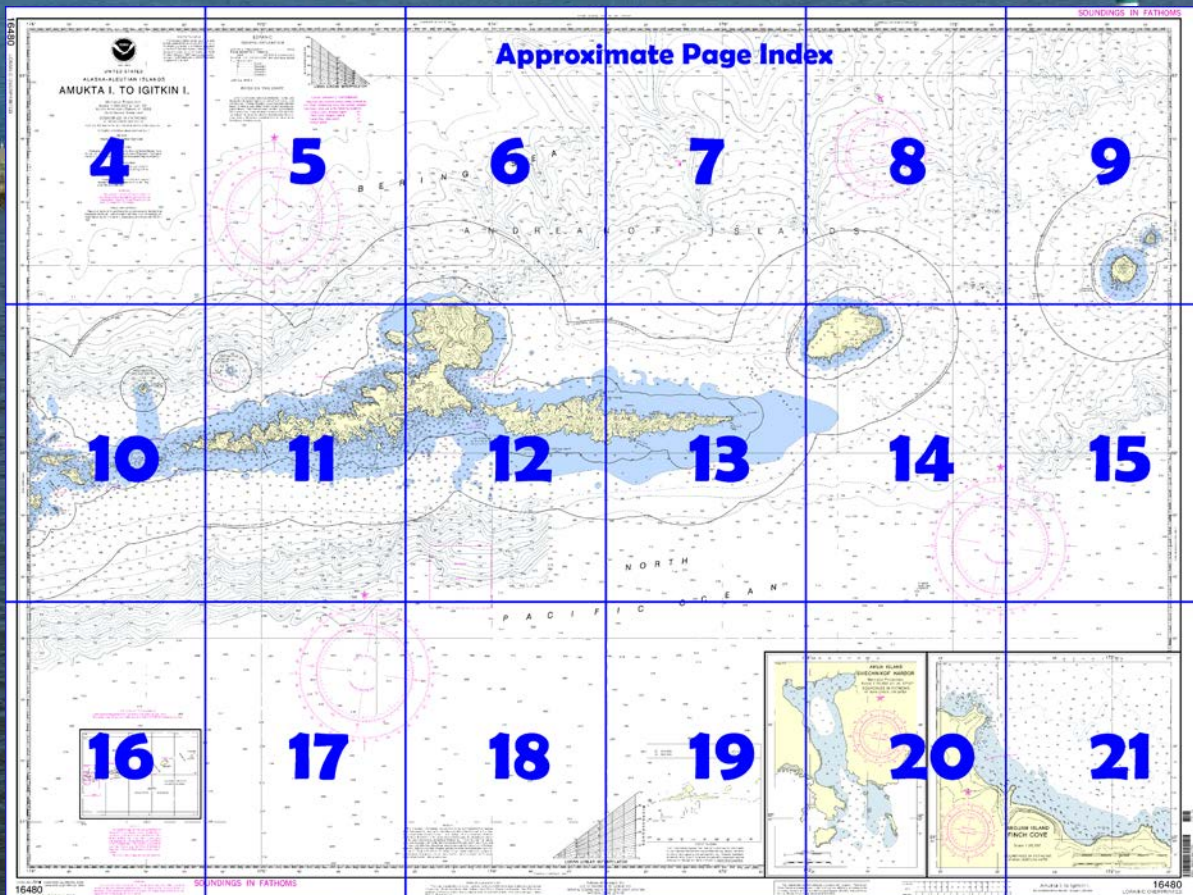
Amukta Island to Igitkin Island NOAA Chart 16480



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

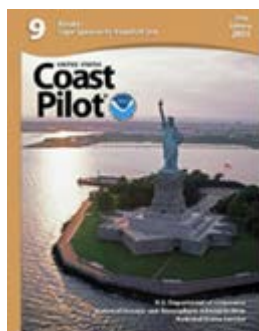
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16480>.



(Selected Excerpts from Coast Pilot)

Amukta Pass, often called the **Seventy-second Pass**, is a 35-mile-wide clear passage between Amukta and Seguam Islands; depths are from 55 to 300 fathoms. Both islands may be seen across the full width of the pass in fair weather; their shores should be given a clearance of not less than 1 mile.

Seguam Island is rocky and cinder covered, has numerous lava flows, and is steep-to on all sides. It has, however, several good

landing places and an abundant water supply. Irregular mountain masses are on both the E and W ends of the island and a saddle is in the

E central section. The formation is volcanic and the peaks are rocky, extinct craters.

The mountains on the W end are higher; **Pyre Peak**, 3,458 feet, in the W central part, is the highest on the island. The highest peak on the E end is a jagged pinnacle on a small crater within a larger crater and is 2,768 feet high. The mountains on the W end of the island are more ragged. The N coast is low rock and grass bluffs. The other coasts are steep and high, with the peaks close to the coast. The two good anchorages are Finch Cove on the N, and Lava Cove on the S. Numerous pinnacles are close to shore, the most prominent are those off the NW point, the highest 98 feet.

The precipitous E end of the island, except for a small peninsula, is at the base of a volcanic mountain having a crater within a crater, 0.5 mile in diameter, at its summit. The summit has a confusing appearance; a pronounced rise along the N rim of the main crater is 1,930 feet high and appears as a sharp peak when viewed endwise. Also a pronounced rise is along the N rim of the inner crater which is 1,934 feet high. The S rim of the inner crater merges with that of the main crater and is 1,820 feet high.

Currents.—Currents around Seguam Island are strong and very erratic. As around Amukta and Chagulak Islands, the general flood direction is N, with the ebb S. On the flood, the current seems to divide somewhere near Turf Point, and to rejoin near Finch Point on the N. The reverse appears to take place on the ebb.

Tide rips are severe off many points; they make up suddenly and furiously, and are dangerous to small craft. Passage through the rips by small boats should not be attempted unless the operator is familiar with the danger. The worst rips are found along the W end, with lesser ones off Moundhill Point and Finch Point. These are all conspicuous and while they seem to indicate shallow water by their whiteness, they make in deep water and so are no menace to navigation for the larger ship. Strong currents and tide rips occur around the E end of the island.

On the S end of the E coast is **Moundhill Point**, a small, rounded peninsula that forms a very important landmark during the prevailing low visibility. The peninsula is a mound-shaped hill, 465 feet high, and has four, small, rounded protuberances at its summit. The easternmost of these is separated from the remainder of the group by an appreciable distance and by an apparent depression in the top. Rounded protuberances also characterize the slopes of the hill. The hill is separated from the mountainous mainland by a draw about 100 feet high at the neck of the peninsula. At the water's edge, the hill slopes descend to form almost vertical cliffs of rock. A fair landing is on the N side of the neck. Fair anchorage for small craft is in the cove on the S side, that is marked by three tall pinnacles near its SW end. Several lumps of about 3 fathoms are in the shallow area 0.2 to 0.5 mile

Finch Cove is an indentation 2 miles in extent along the NE side of Seguam Island; its N extremity is Finch Point. A long, rocky point formed by a spur divides the cove into two parts. At the head of the cove, N of the dividing point of land, is an 0.8-mile stretch of sand beach providing good landing. The approach to the middle section of this beach is apparently free of rocks and the depths decrease gradually, making this a favorable site for beaching a vessel in an extreme emergency. The N half of this part of the cove is foul with rocks of various description, among which is a 58-foot elevated, block-shaped rock. Along the shore of the cove E and W of the dividing point of land are stretches of high, prominent cliffs.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau Commander
17th CG District (907) 463-2000
Juneau, Alaska

Table of Selected Chart Notes

Corrected through NM Nov. 20/04
Corrected through LNM Oct. 19/04

AMLIA PASS
Very strong tidal currents and a narrow channel make Amليا Pass dangerous for strangers to navigate

HEIGHTS
Heights in feet above Mean High Water.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

For Symbols and Abbreviations see Chart No. 1

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 4.484" southward and 8.601" westward to agree with this chart.

Mercator Projection
Scale 1:300,000 at Lat. 52°
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

LOCAL MAGNETIC DISTURBANCE
Magnetic disturbances exist in areas covered by this chart. Differences from the normal variation have been observed at the following locations:
Traders Cove, Amukta Island 6°
Finch Cove, Seguam Island 7°
Nazan Bay, Atka Island 5°
Koniui Island 10°

LORAN-C
GENERAL EXPLANATION
LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9990.....99,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary
EXAMPLE: 9990-X
RATES ON THIS CHART
9990-X 9990-Y 9990-Z
Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

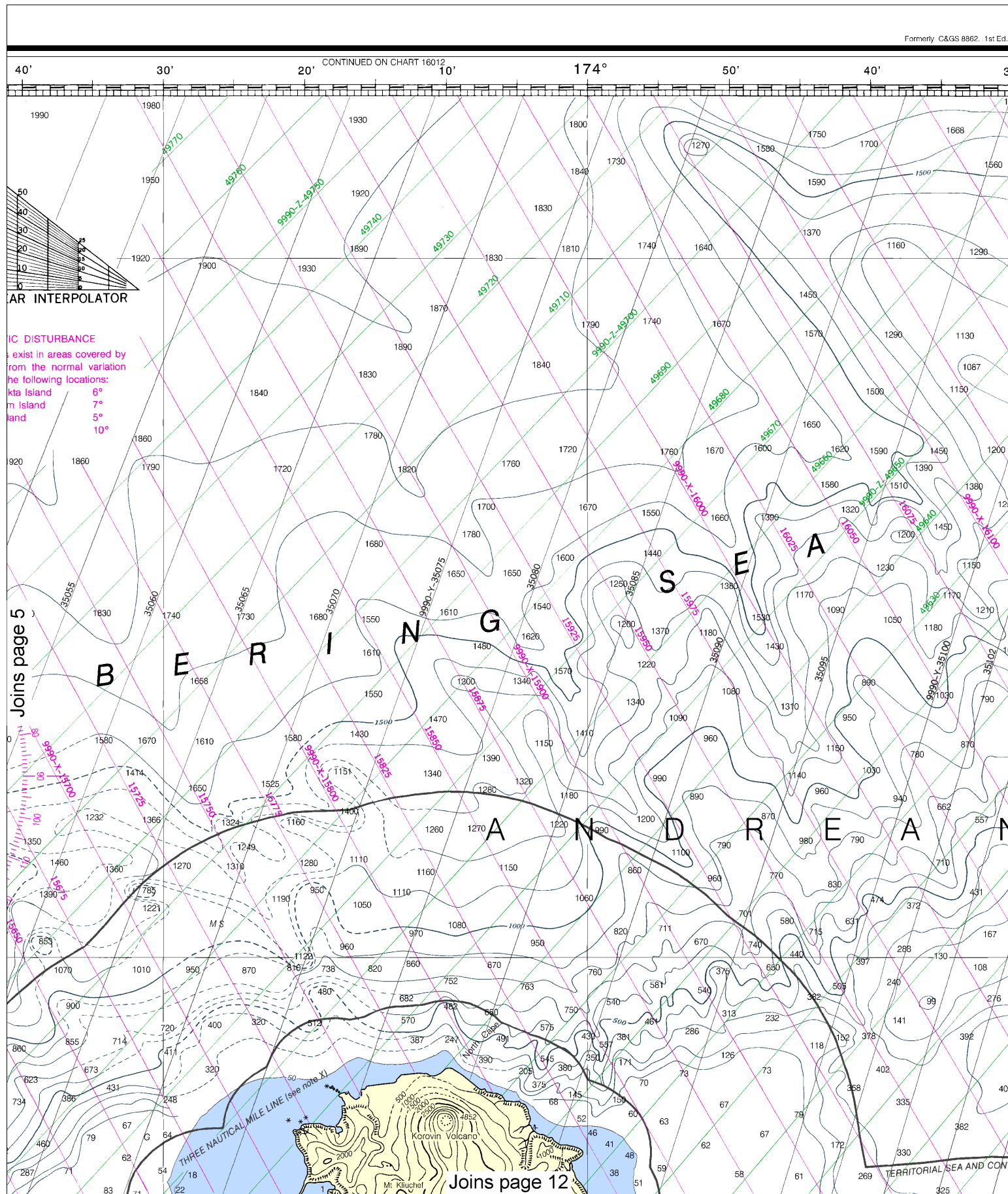
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

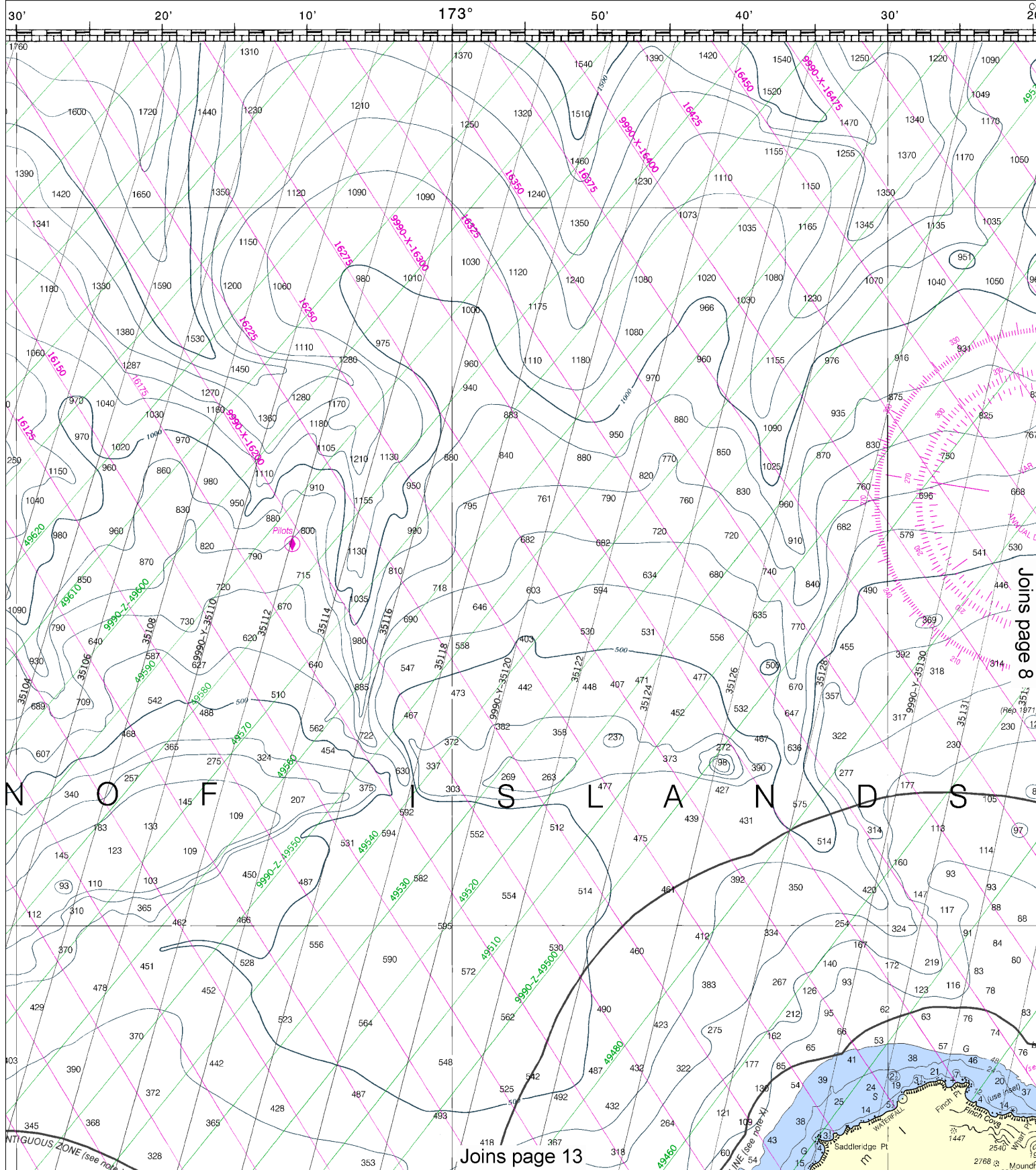
COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE X
The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.



Note: Chart grid lines are aligned with true north.





This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
 NGA Weekly Notice to Mariners: 4812 12/1/2012,
 Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.

SOUNDINGS IN FATHOMS

172° 50' 40' 30' 20' 10'

53° 50' 40' 30' 20'

Amukta Pass

Chaguvak Pass

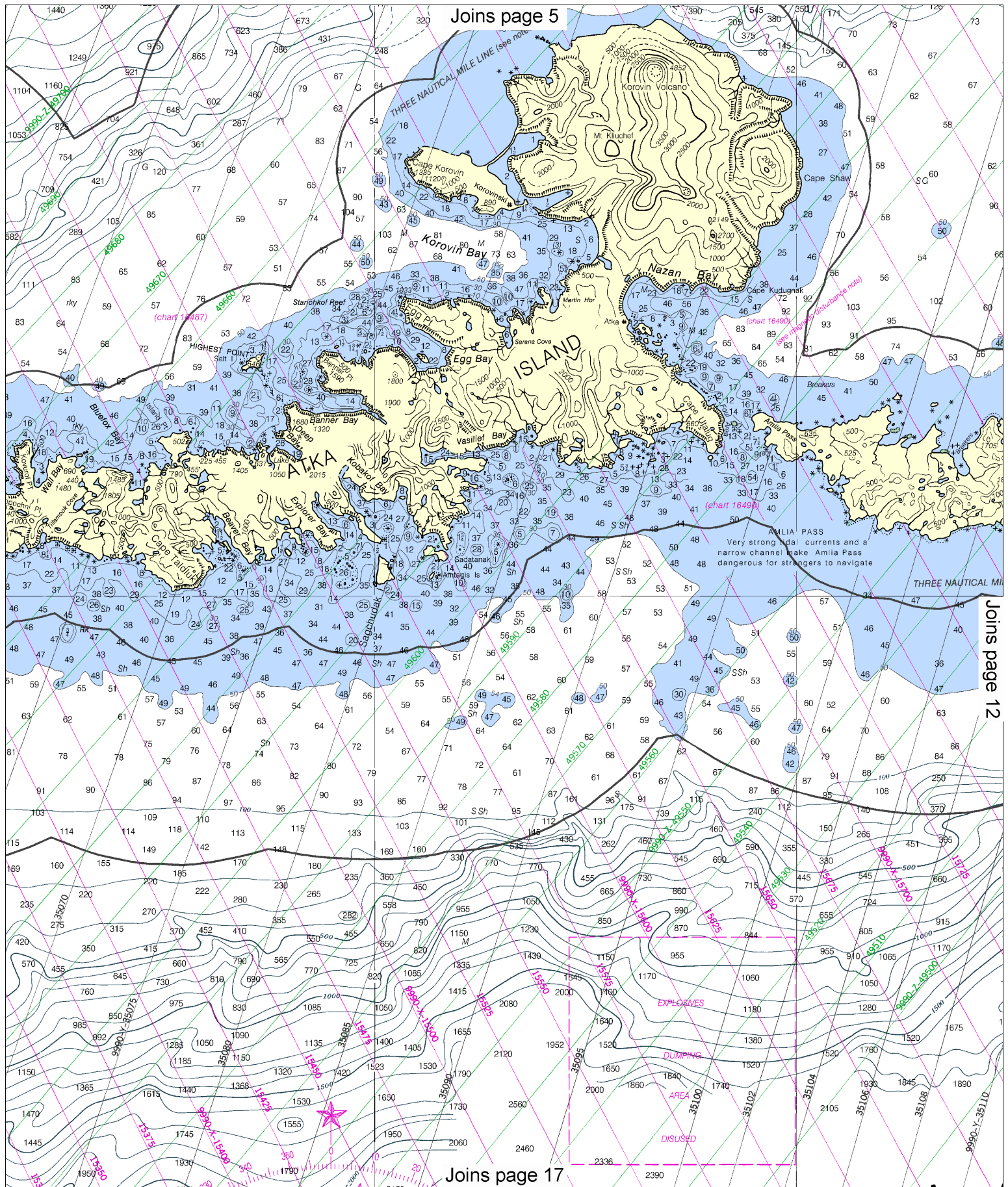
Amukta I.

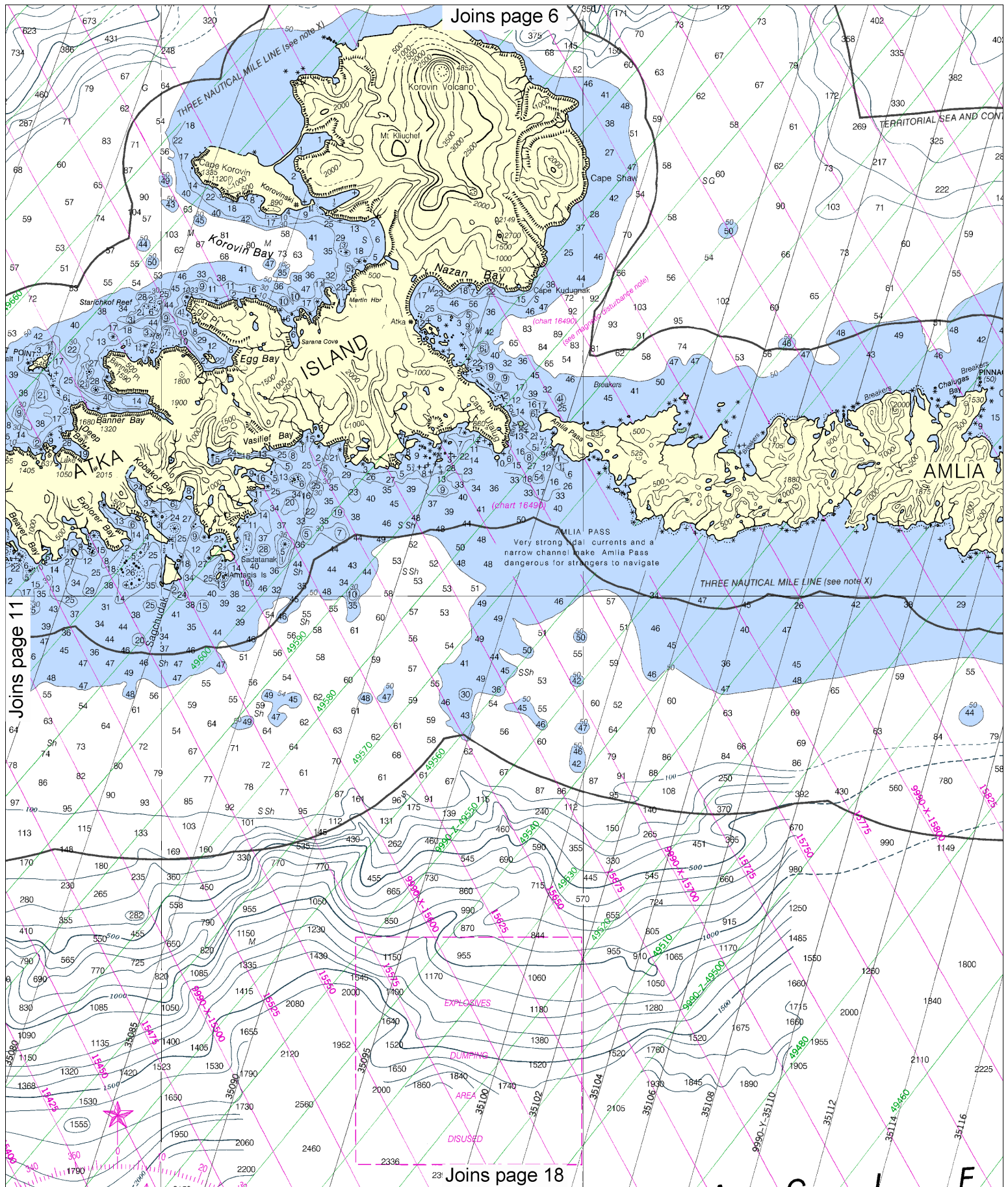
Chaguvak I.

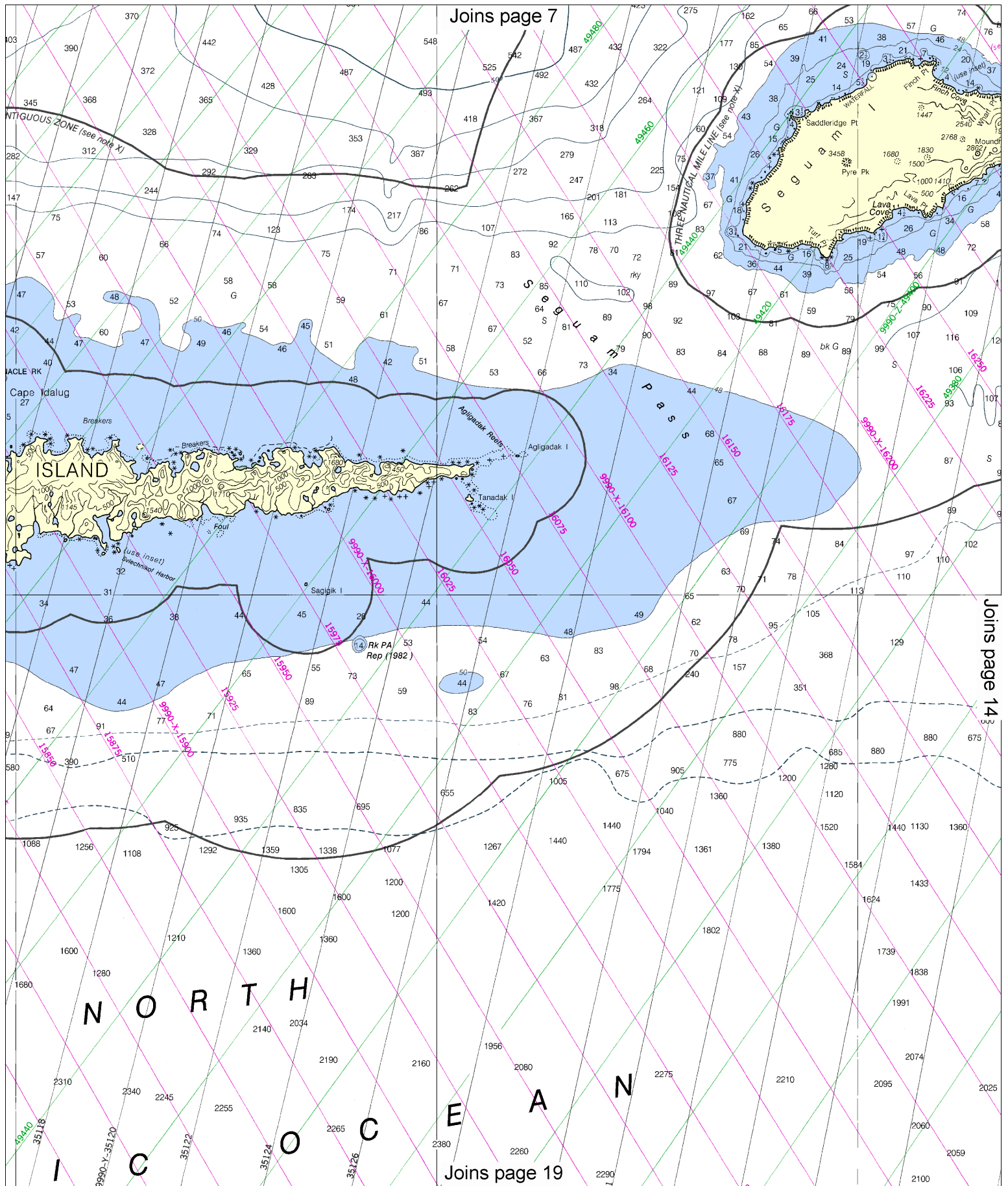
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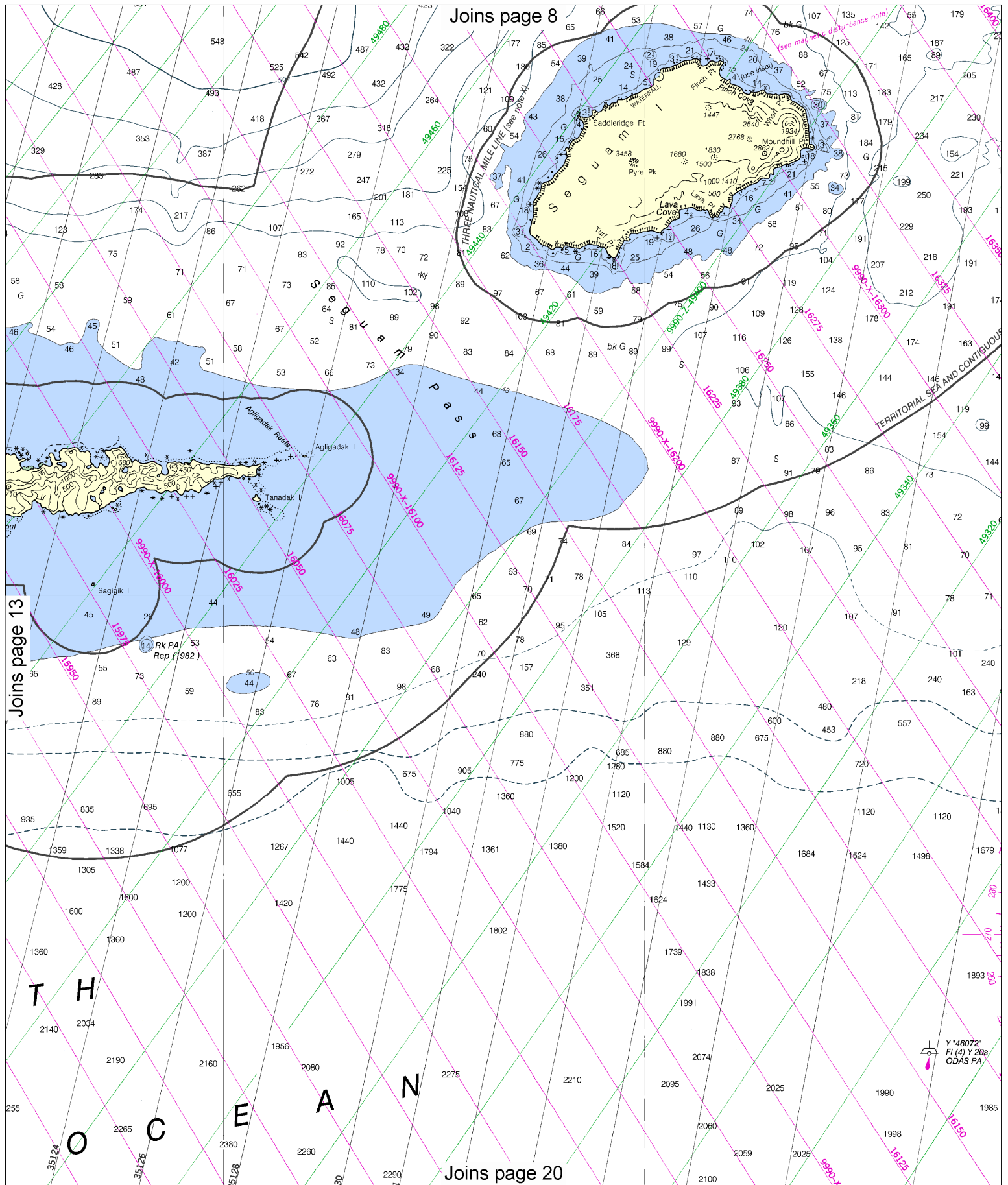
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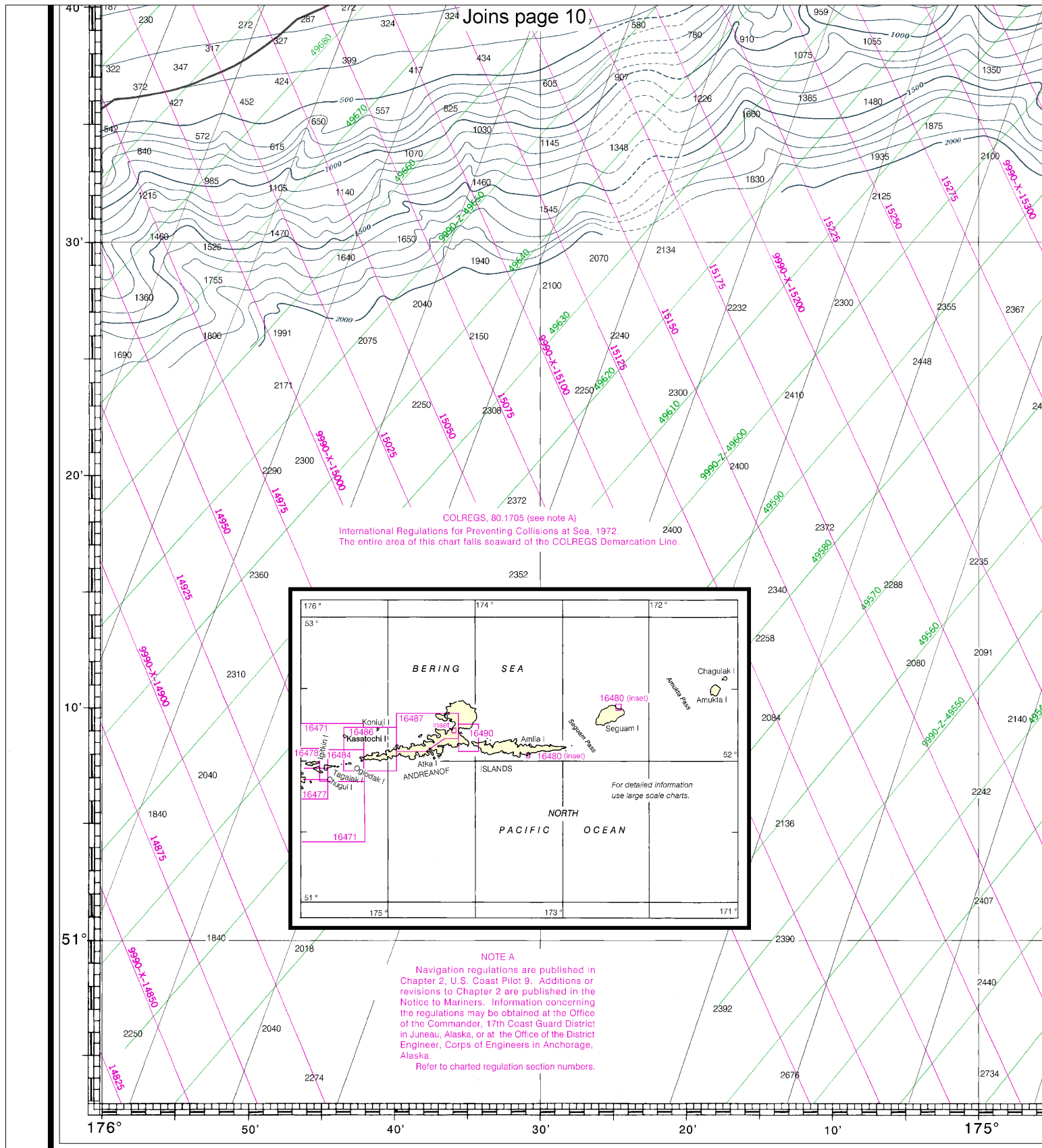
Joins page 15





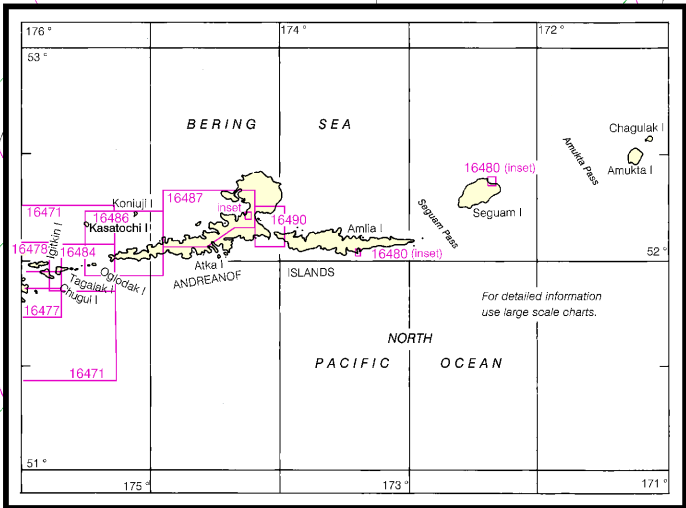






Joins page 10

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.



NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

11th Ed., Nov. /04 ■ Corrected through NM Nov. 20/04
Corrected through LNM Oct. 19/04

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LORAN-C OVERPRINTED

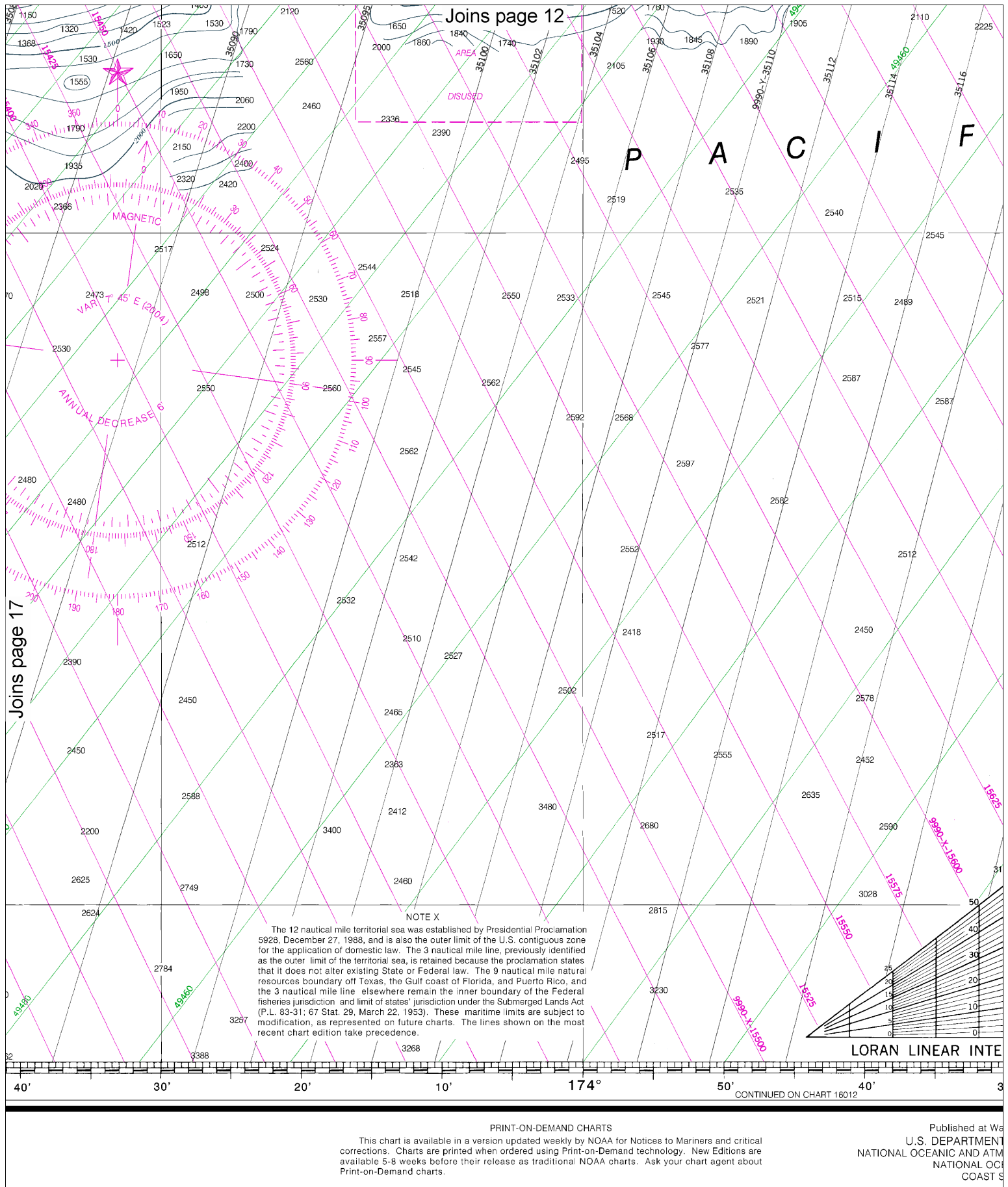
CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUNDINGS IN FATHOMS

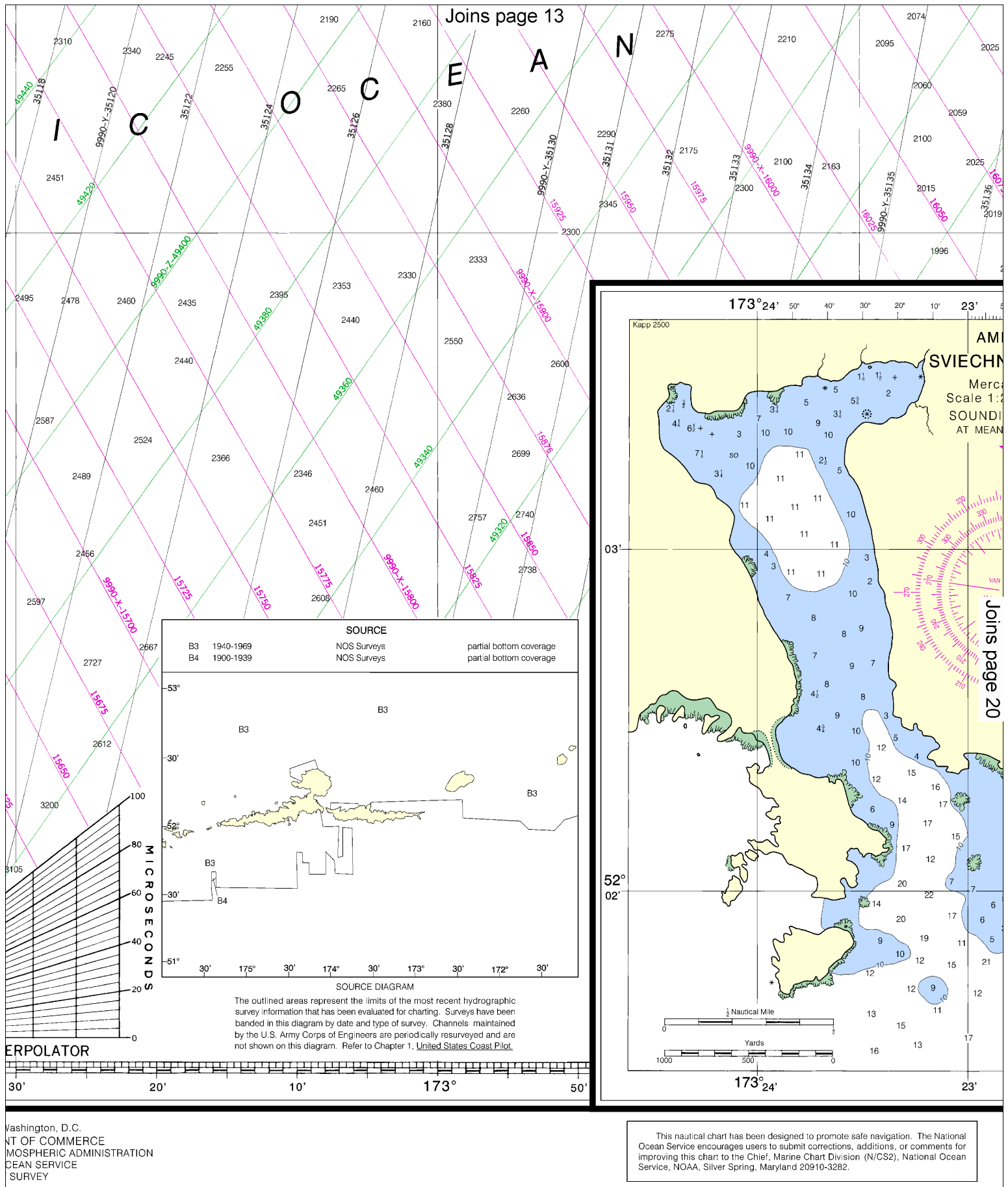
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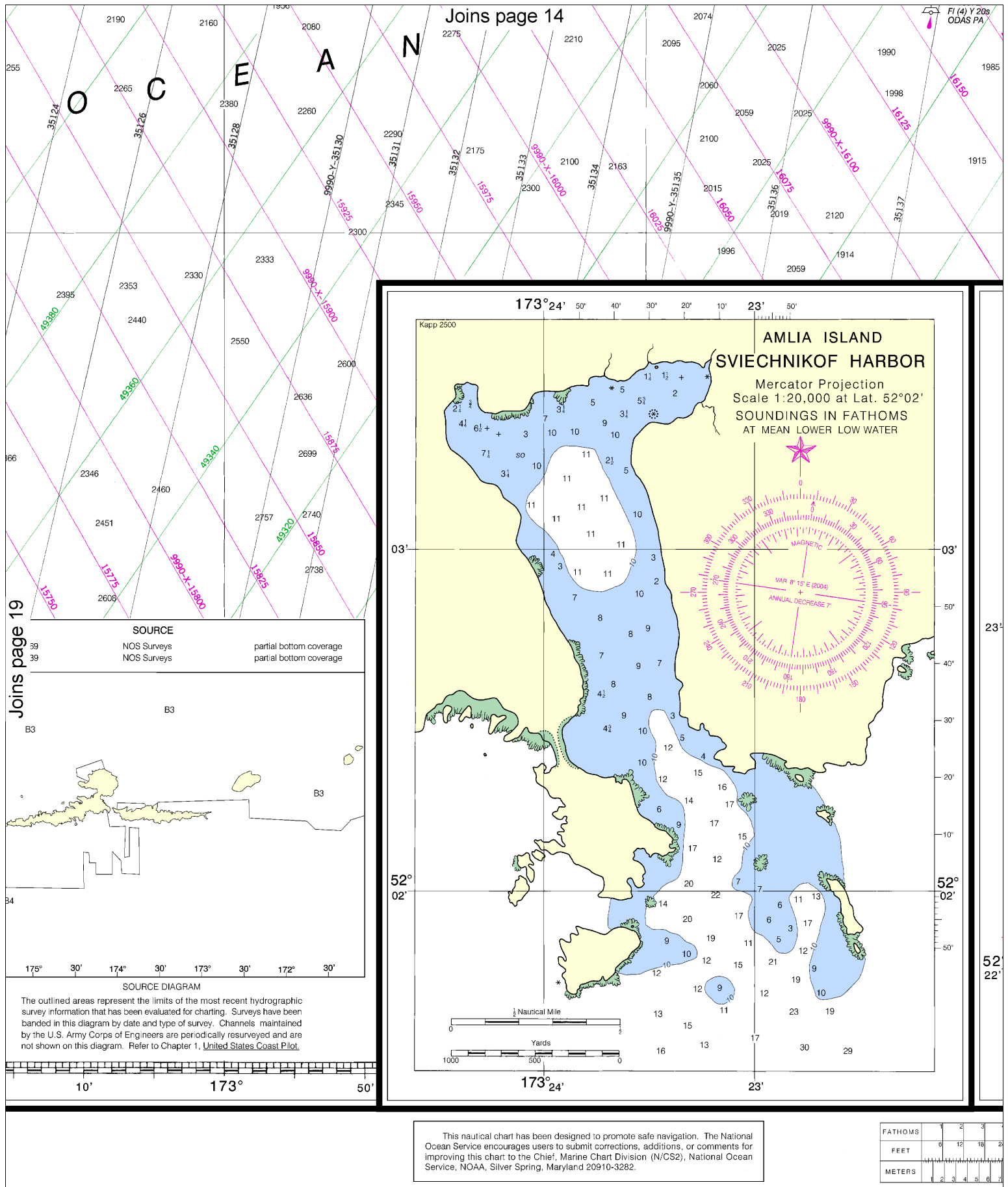
Note: Chart grid lines are aligned with true north.





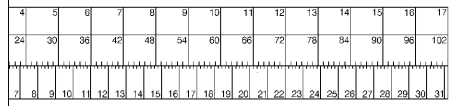
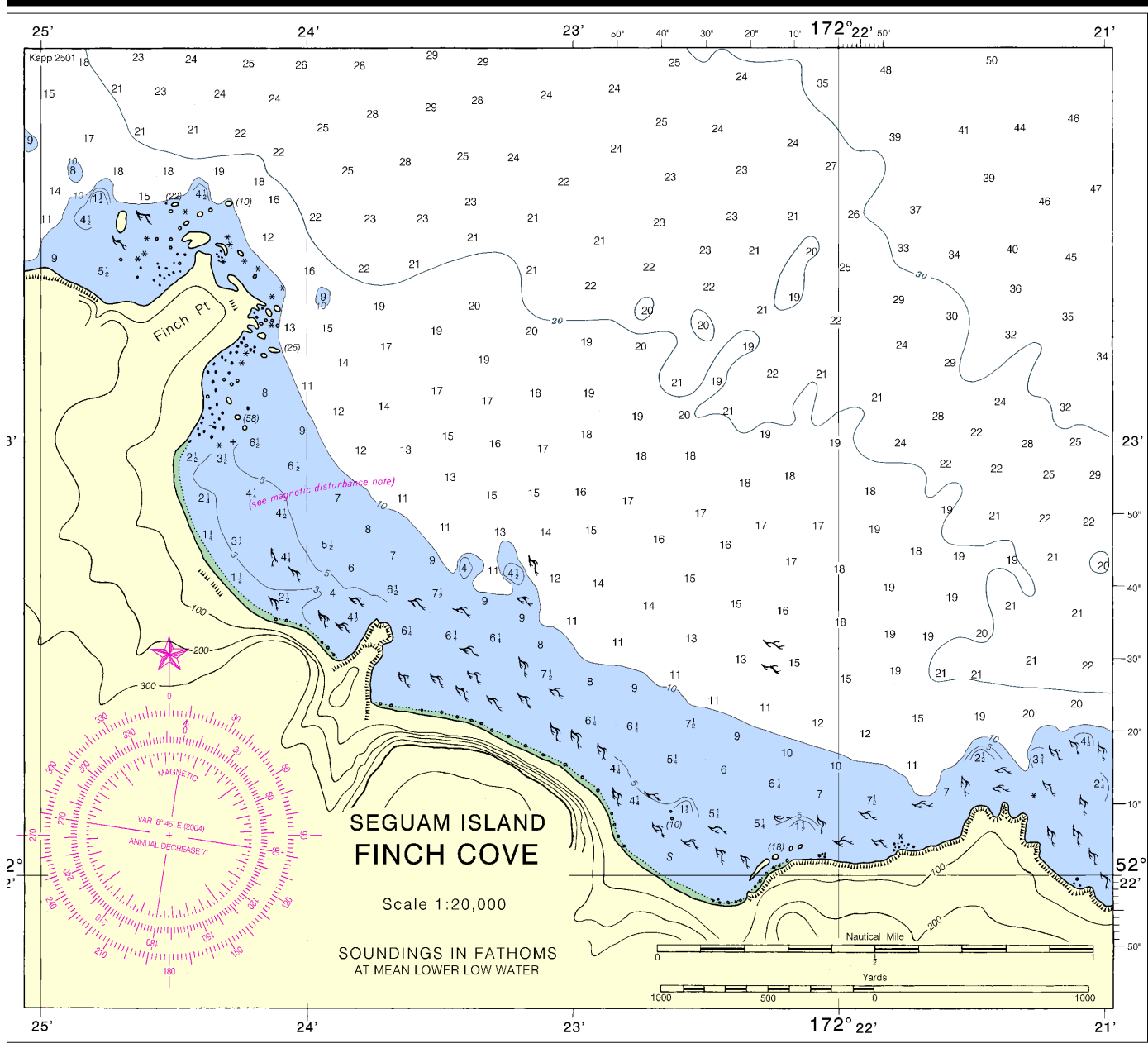
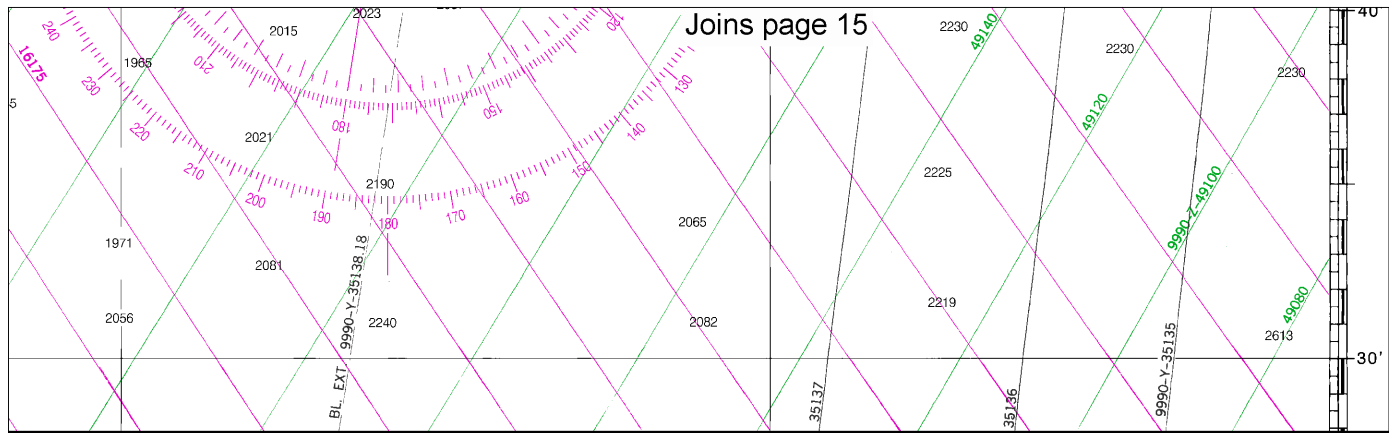
Note: Chart grid lines are aligned with true north.





20

Note: Chart grid lines are aligned with true north.



Amukta I. to Igitkin I.
SOUNDINGS IN FATHOMS - SCALE 1:300,000

16480
LORAN-C OVERPRINTED



NSN 7642014011273
 NGA REFERENCE NO. 16BC016480



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
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Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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NOAA's Office of Coast Survey



The Nation's Chartmaker